1. General Rules

1.1. Drivers must have a stable Internet connection. VOR is not responsible for drivers who are not able to sustain a connection to the server.

1.1.1. Drivers must maintain a minimum ping of 200 (to the race server; as viewed on the race server). Drivers who have a ping above 200 will be asked to leave the server.

1.1.2. Driver of a warping car, as observed on the server replay, may be penalized in warp related incidents involving other drivers. Drivers are held responsible for these technical issues.

1.2. Patches and Plug-ins are allowed as long as they do not affect the functions of the simulation, create an unfair advantage, or affect other drivers.

1.3. Participation – if a driver knows they will not be able to participate for an extended period, they must notify league leadership via PM or through the forums.

1.4. Drivers must use their real name and proper capitalization on the race server and in the forums to participate at VOR.

1.5. The VOR Stewards Committee may adjust the track conditions such as the time of day when the race takes place in order to stimulate changes that the teams might encounter during a race.

1.6. Occasionally an official pre-race announcement via the VOR forums Race Announcement thread or pre-race on the server may contradict an official VOR rule as listed here. In such cases the aforementioned 'announcement' will supersede the relevant official rule(s).

1.7. The VOR Stewards Committee will announce the simulator program to be used in a series in the respective Series Announcement thread and deeper and relevant info will be posted in the Private Forum as well.

1.7.1. Drivers must have and race only in a legal copy of any simulator program used at VOR.

1.8. VOR may use Simsync software (or similar) to provide their members with the files needed to race in the league, including cars and tracks. You can find all the info you´ll need on how to make it works in the Private Forum section.

1.9. VOR uses TeamSpeak 3 (or similar) as its standard comunication device. You can find all the info you´ll need on how to make it works in the Private Forum section.

1.9.1 You can ask the admins to open a channel for you or your team at TS3 (or similar) or use the Main Lob to comunicate with other drivers.

1.10. Drivers must try to remain at the server all the times during an official VOR session since leaving and rejoinning it can affect server stabilitty, especially during the practice session before a race.

2. VOR Championships

2.1. VOR championships are determined by the VOR Stewards Committee.

2.2. VOR basicly uses rFactor1 and rFactor2 for its championships. However any old or new racing simulator program could be used hence the VOR Stewards Committee finds that simulator program sufficiently tested and widely approved by the simracing comunity.

2.3. VOR championships may use single or multi-class format.

2.4. Each VOR championship will have a relevant thread published to the specific rules assigned to that series.

2.5. Drivers participating in a VOR championship must READ AND UNDERSTAND VOR's GENERAL RULES and the SERIES RULES before participating in it and acknowledge this in the appropriate series thread

2.6. VOR Stewards Committee may exclude a driver from a championship at any moment if he is not acting accordingly to the above quoted rules.

3. Racing Licenses

3.1. The VOR Stewards Committee prior to the beginning of each season may issue a license to the participating drivers based on their performance in the pre-seasons races and/or on their past achievements within this or any other well known league, or as evaluated by the VOR Stewards Committee.

3.2. A driver who joins a VOR season in progress will be a issued a U license initially for the first 2-3 races as the VOR Stewards evaluate the drivers skillset. During this evaluation period, U licensed drivers shall drive a car assinged to him by the VOR Stewards Committee, most likely this will be the lowest classified car in that series.
3.2.1. After being issued a VOR license, former U drivers must advise the series Admin at the respective forum thread.

3.3. The VOR Stewards Committee may change the license of a driver to maintain the balance of cars and/or competition in each class.

4. Car and Car Number Selection
4.1. Drivers may choose to drive any available car listed in the class of their license (see 3.1) and may choose their car number for the season (exception, see 3.2).

4.2. The number and make of cars available per class may be capped. In the case that there is further updates to the mod (and thus cars available) that need to be confirmed before the cap numbers can be published.
4.2.1. When caps are in place, numbers will be published in the VOR forum. Watch the forum for details.

4.3. The Number 1 is reserved for any driver who manages to win all championships in a season (if said season has alternerating series, ie. GTS and LMC series). Otherwise #1 is off limits. In the unlikely event there are 2 drivers meeting this criteria, standard VOR tie-breaker criteria (section 21) will be used to determine the driver authorized to choose the number '1' while the other driver will have second overall choice.
4.3.1 - The number 53 has been retired for all future seasons to honor former member Helcio Aguirra.

4.4. The process to determine the Order of Selection (unless superseded by 4.3) will be:
4.4.1. Group 1: Drivers who placed in the top 3 in previous VOR championship series season comprise Group 1, which will have first choice.
4.4.2. Group 2: Drivers who scored championship points during the preceding season comprise Group 2, which will choose after Group 1.
4.4.3. Group 3: Drivers who did not score points during the preceding season but have competed at VOR in a previous season comprise Group 3, which will choose after Group 2.
4.4.4. Group 4: Drivers who are participating in their first VOR season comprise Group 4, which will choose after Group 3.
4.4.5. All selections are on a first-come first-served basis; if a driver misses making a selection during their group they will have to choose with the following groups.

4.5. The dates and times for each group's selection period will only be published in the VOR forum. Watch the forum for details.
4.5.1. Selections will be accepted ONLY during the appropriate selection period.
4.5.2. Selections within each selection period will be accepted on a first-come, first-served basis.

4.6. Drivers are allowed to change their car only within class and only one time per season (if the car cap allows).
4.6.1. After the first event, to change cars a driver must notify VOR Administration their intent by posting a request in the current car and number selection thread. Once approved, the driver must submit a new skin (when applicable) by the current deadline (see 5.3).

5. Car Identification and Skins
5.1. Drivers must use only the painting templates furnished by the VOR Stewards Committee, when applicable.

5.2. The use of roundels or any style of number plate other than the default template plate is not permitted.

5.3. Each series will have the method of doing and uploading skins posted in its respective thread/forum.

5.4. Approved Liveries
5.4.1. Profanity, nudity, or anything The VOR Stewards Committee deems as offensive, at their sole discretion, is not allowed.
5.4.2. Logos and/or liveries promoting or advertising PC racing simulations not used by VOR and/or other racing leagues are not allowed.

6. Pre-qualifying
6.1. In the case a pre qualifying is needed in a particular race/series, drivers must set a time on the official VOR race server. This time is automatically recorded to the Fast Lap Tracker (see 6.3).

6.1.1. If/when we exceed the maximum number of eligible drivers determined by the VOR Stewards Committe for a series, the Pre-qualifying Cut Process will apply (see 6.4).

6.2. Any drivers who will not be participating in the current week's race are still allowed to practice on the server. However, they must post notification in the applicable race announcement thread in the VOR forum in advance that they will not be able to participate so they are not included in pre-qualifying process. Drivers who fail to notify may be subject to penalty and/or moved to Standby status.

6.3. The times recorded by the Fast Lap Tracker (FLT) shall be used as the basis for determining drivers who have pre-qualified to participate.
6.3.1. It is the drivers' responsibility to ensure the FLT is recording their times properly, and they must notify the league as soon as an error condition is found.
6.3.2. Replays – Each driver must maintain a copy of their fastest lap replay (as listed on the FLT) in the event the VOR Stewards Committee requests it for review and validation. If a violation is discovered, or a driver is unable to provide this replay, the driver in question may forfeit their qualification and/or face further penalties at the discretion of the VOR Stewards Committee.

6.4. Pre-qualifying Cut Process:
6.4.1. The Pre-qualifying Sheet has an automated pre-qualifying cut process, which will limit the initial grid to a certain maximum number of drivers, depending on the simulator used on the series. The grid spots shall be comprised of:
6.4.1.1. Any class exemptions (see 6.7) and
6.4.1.2. pre-qualifiers (up to the determined cap number) as per the Pre-qualifying Sheet
6.4.2. Initially, the Pre-qualifying Sheet will cut drivers based on the 103% Rule. (see 6.8)
6.4.3. In a multi-class series the Pre-qualifying Sheet will then remove drivers from any class which has more than the class Minimum as posted in the series forum based on a formula considering FLT times and number of drivers per class.

6.5. Pre-qualifying period will be determined by the VOR Stewards Committee and will posted in the respective series thread.
6.6. Occasionally pre-qualifying may be temporarily suspended due to server maintenance or scheduled special event.

6.7. Exemptions:
6.7.1. The winner of the previous race and the leader in the current series standings are exempt.
6.7.2. Exempt drivers must still have a lap time recorded on the FLT or they will not be included in the pre-qualifying process (and will not have their spot reserved).
6.7.3. Exempt drivers are still subject to the 103% Rule. (see 6.8)
6.7.4. The VOR Stewards Committee may change the exemption system at any time if needed and at their own will. Any changes will be posted at the respective series thread.

6.8. The 103% Rule:
6.8.1. A driver's time must be within 3% of the average lap times for their class/series.
6.8.2. The Pre-qualifying Sheet automatically cuts a driver from pre-qualifying when their time is not within 3% of the average lap times for their class/series.

6.9. Alternates:
6.9.1. Should any pre-qualified, and/or exempt driver not be present in the race server at the determined time for it as posted by the Race Steward in the series thread, an alternate may fill the grid (based on Alternate Priority.
6.9.2. Alternate Priority will be the reverse order of drivers being cut (last cut is first alternate) as per the Pre-qualifying Sheet.
6.9.3. It is recommended that alternates log in to the VOR TeamSpeak server on race night to monitor the availability of any openings (TeamSpeak details in the forum).

6.10. Standby Status:
6.10.1. New or inactive members may be put on Standby Status. Standby drivers are welcome (and encouraged) to practice on the server during the week (FLT times will display but not be scored on the Pre-qualifying Sheet).
6.10.2. As room opens up in during the season, standby drivers will be invited to move to Active Status (based on participation and order of joining VOR).

7. Qualifying
7.1. Qualifying directions will be posted in the series' own thread as it may differ depending on the simulator/cars used by the series.

7.2. Drivers are expected to follow the direction of the VOR Race Admin who will control timing during qualifying.

7.3. Drivers are only allowed to qualify when appropriately authorized by the Race Admin.

7.4. Drivers that do not to follow the direction of the VOR Race Admin will automatically be sent to the back of the field for the start of the race.

7.5. Drivers who are present at the beginning of qualifying and are bumped from the server before they turn a timed lap may be moved behind the last qualified car in their class at the discretion of the VOR Race Admin on a multi-class event. Drivers are responsible for notifying the VOR Race Admin of their return at the beginning of the warm-up session (when this session is available and as soon as they rejoin the server) in order to facilitate this change to the grid when applicable.

7.6. Chatting is not permitted during qualifying (see 13.2).

8. Warm-up and Race
8.1. Race directions (type of race start, weather conditions, number of laps and so on) will be posted in the series' own thread as it may differs depending on the simulator/cars used by the series.

8.2. Warm-up
8.2.1. The track is closed during Warmup (when this session is avalable in the simulator) to allow the race server to settle before advancing. All drivers are expected to return to and/or remain in their garage at these times and wait for the Race Director announcement of the track opening to join the track.
8.2.2. Drivers may chat but must be aware of any last-minute announcement of the VOR Race Steward during warm-up.

8.2. Race Start
8.2.1. The start of the race is the most likely place and time for incidents to occur. Races are not won on the first lap. There is a higher probability of ruining another driver's race by taking unnecessary risks on the first lap, so don't do it! Race starts are subject to extra scrutiny and penalties are increased. (see 8.3)
8.2.2. At some tracks, the start lights may not be visible to all cars on the grid. Drivers are responsible for having an alternate means of determining the start of the race. Please check you simulator manual on how to do this.

8.3. Orange Zone
8.3.1. For each race an "Orange Zone" may be defined in that event's Race Announcement thread. Typically the Orange Zone begins with the formation lap (when it is available) and extends through the end of lap 1 but may be shortened or extended depending on the track. Any change in the OZ for a race will be announced in that event's Race Announcement thread.
8.3.2. If a driver causes an incident in the Orange Zone, penalties will be increased. (see 18.5 and/or 18.6)
8.3.3. Drivers who are deemed habitual offenders may be subject to additional penalties, up to and including suspension and/or expulsion. This will be determined by the VOR Race Stewards Committee and is not subject to appeal.
8.3.4. Passing is permitted in the Orange Zone, but the cars will all be at their closest to one another at this point so extreme caution must be taken.

8.4. Restarts
8.4.1. Restarts will only occur due to server malfunction. Otherwise, restarting a race is not an option – don't ask.
8.4.2. Restarts will only be granted upon significant server malfunction affecting a minimum of 20% of the starting grid.

9. Passing and On-Track Behavior
9.1. Generally speaking, the passing car is responsible for making a safe pass at a safe time. However, it is both drivers' responsibility to ensure a safe pass is made. Failure to do so may result in a penalty to one or both drivers.

9.2. Faster cars must make passes when it is safe to do so. However, cars being lapped (blue-flag) must help facilitate a pass within 4 corners or risk penalty. (see 10.0 Blue Flags)

9.3. Generally speaking, the preferred times (in order of preference) for a faster car to pass is on the straights, exiting a corner, or entering the brake zone. Passing a car mid-corner is very dangerous unless you are confident the other driver sees you.

9.4. Entering a turn, the passing driver must minimally get their front wheels even with the rear wheels of the car they are passing before the point of turn-in, to have earned the right to a lane. At this point the driver being passed is responsible to leave a lane open.

9.5. Chopping - Passing drivers who move back into the lane of the car being passed before being clear may be subject to penalty.

9.6. Brake checking - Passing drivers who move back into lane and immediately brake may be subject to penalty.

9.7. Bump-passing is not allowed and may be subject to penalty unless the offending driver gives back the pass, even if it occurred accidentally. Bump-passing is defined as the passing driver nudging the car ahead to get him loose, then passing while the other driver is busy recovering.

9.8. Blocking is not allowed for any reason. Blocking is defined as altering the race line in reaction to another driver in an attempt to prevent a pass. Blocking will be penalized.

9.9. Altering the racing line (weaving) to prevent a following car from drafting is considered blocking and is prohibited. (see 9.8)

9.10. Lock brakes. If a driver spins while on track, they should immediately lock their brakes until completely stopped, (even if still on the track), and hold brakes on until they can assess the situation (wait for a clear opening on track to resume (see 9.11). When a driver doesn't lock his brakes, the car is prone to spin or roll in a far more unpredictable fashion and likely cause an accident. A driver involved in an incident while spinning on track and not locking their brakes completely will be held responsible for that incident. It is asked/recommended drivers spun also turn on their lights as soon as possible after locking their brakes. (see 11.0 Headlight Usage)

9.11. Rejoining the race. Drivers off track due to an incident or off and cars spun on the track itself must resume the race in a safe manner. This may mean driving forwards and/or reversing to a safe area to get turned in the direction of travel, then merging safely into the flow of traffic. When possible, please do not rejoin near a corner entry, apex or exit. Turn lights off once back up to speed.

9.12. If for any reason a drivers' car becomes disabled, either in pitlane, on track, or in a run off area, exit to the simulator's timing monitor. A parked car will cause a yellow flag in that area for the remainder of the race.
9.12.1. Drivers are instructed to not leave the server, even if their race ends early. This commonly has the effect of pulling other drivers (who are still racing) out of the server as well, especially when the server is near capacity.

9.13. Ignoring Yellow Flag - Yellow flags as displayed by a simulator are to be observed by slowing appropriately for the situation. Drivers who do not observe the yellow flag and as a result either add to the existing incident or become involved in an additional incident will be penalized. Claiming, "I didn't slow because no one else did" is not acceptable. Drivers are responsible for their own actions.

9.14. Passing Under Yellow - Due to limitations with the game code, VOR is unable to automatically penalize drivers from passing in a yellow flag zone. If, during the course of reviewing the race and/or via an IRR, the Stewards determine a driver passed another driver in a yellow flag area, that driver may be penalized for Passing Under Yellow. Observing the Gentlemen's Rule (9.17) is encouraged should a driver complete a pass when in a yellow flag zone.

9.15. Unpredictability - Drivers demonstrating unpredictable behaviour may be subject to penalty. Some common examples of unpredictability:
9.15.1. A driver suddenly changing lanes 'to get out of the way' when lapping cars appear in their mirror or when the blue flag appears. Drivers must hold a predictable line and pace until the lapping car initiates the pass, then they must hold their current lane.
9.15.2. A driver braking early into a corner when (a) lapping car(s) appear(s) in their mirror or when the blue flag appears. Often the lapping car is planning on following and has nowhere to go when a driver brakes early or suddenly.
9.15.3. Not accelerating at a normal race pace out of a corner. When in an acceleration zone, lifting off the throttle is equal to applying the brakes but without the benefit of brake lights as a warning. The following car has nowhere to go.

9.16. Aggressive Driving - Drivers deemed by the VOR Stewards Committee as having driven in an overly aggressive manner (causing an incident or not) may be subject to penalty.

9.17. Gentleman's Rule - if a driver is involved in an incident they feel they may be responsible for initiating, it is strongly encouraged that the offending driver apply the Gentleman's Rule (GR). This is online racing equivalent of

saying "my fault, sorry". Drivers who the Stewards clearly observe giving the GR after an incident may be assessed a reduction in penalty if one is applied. (e.g. Penalty reduced to an Infraction; Infraction reduced to a Warning).

9.18. Post Race:
9.18.1. Drivers are asked to either complete a cool down lap or safely and predictably pull off track into a runoff area and exit to monitor using the appropriate simulator command. Remember that chatting or leaving the server before the last car has crossed the finish line is against policy. The Race Steward will make an announcement via server chat when race has officially ended.
9.18.2. It is not acceptable behaviour for a driver to crash into other cars or track side objects once they have finished their race. Donuts, burnouts, etc. may be done only once a driver has completed a cool down lap and driven back around to the start/finish straight. Any driver found in violation and causing an incident with another driver who is still completing their last lap may be subject to penalization, up to and including suspension.

10. Blue Flags
10.1. Drivers who are being lapped must help the passing driver make a complete and safe pass within 4 corners maximum.

10.2. If a driver is shown the blue flag but is able to pull away from the blue flag condition, they may continue. However, if the blue flag condition occurs again, they must give way within 4 corners.

10.3. Drivers being lapped must maintain their current and predictable racing line until the pass is initiated.

10.4. It is suggested that lapped cars 'flash' the lapping car to pass. (see 11.2.1)

10.5. At certain tracks, a series of corners in short succession may be designated as one corner for the purposes of observing the blue flag; this will be at the Stewards' discretion.

11. Headlight Usage (when available)
11.1. Required:
11.1.1. When spun or spinning.
11.1.2. When rejoining the race.
11.1.3. When off pace due to damage, flat tire, etc.
11.1.4. When approaching the corner before pit entrance to signal intention to pit.
11.1.5. When exiting pit lane and getting up to speed.

11.2. Appropriate:
11.2.1. Before being lapped - "Pass me here, I'll make it easy."
11.2.2. While lapping someone - "I've got speed and can easily pass here, so I'm taking this side and letting you know so you don't accidentally move into me."
11.2.3. Having been lapped - "you are clear" after a pass is made.
11.2.4. After lapping someone - "Thanks" (careful as this may be distracting to people in front of you.)

11.3. Inappropriate:
11.3.1. Before lapping someone - "I want to pass, so move over."
11.3.2. Before lapping someone - "I'm racing for the lead (or podium, or exemption, etc.), get out of the way!"
11.3.3. Before lapping someone - "I'm coming... make sure you get out of the way when I get there."
11.3.4. After an incident or aggressive pass - flashing lights in anger.

11.4. If someone is inappropriate with the use of headlights, let the race stewards know by submitting an Incident Review Request (see 17.5). These are difficult for the Stewards to find otherwise.

11.5. Abusive use of headlights may be subject to penalties.

12. Pit Entry and Exit
12.1. Drivers must exit and enter the pits at a safe speed, observing any 'blend' lines indicated by the track or as instructed in the Race Announcement thread.

12.2. Drivers exiting the pits must follow the blend lines and may not cross the blend line to join the racing line earlier.

12.2.1. Typically cars exiting pits have priority to the inside lane through the first corner(s). This is to ensure drivers exiting pits have time and space to safely get up to speed and not 'stack up' at the pit exit waiting for a gap in traffic. Cars on track must be prepared for slow cars at the pit exit and first corner(s) and give them racing room.

12.3. Drivers on track are not allowed to use the pit blend lanes as part of the official racing surface. These areas will follow the '2-wheels on' rule (2 wheels must remain on the racing surface at all times – or in this case, 2 wheels must remain outside the pit blend lanes). (see14.0 Track Surface and Shortcuts).

12.4. Drivers will be notified (in the weekly pre-race thread) if there are any deviations for the current week (e.g. allowing full use of the blend area, or stipulating that no wheels are allowed in the blend area).

12.5. Drivers in pit lane must adhere to pit lane speed limits at all times in all sessions (Practice, Qualifying, Warm-up and Racing) whenever they are on the official VOR Race Server.

12.6. It is recommended that headlights be used when entering or exiting the pit lane (see 11.1.4 and 11.1.5). At certain tracks this may be required (announced in the weekly Race Announcement thread).

13. Chat
13.1. Drivers are allowed to use in-car chat during Practice, Warm-up, and Post-Race.

13.2. Drivers are NOT ALLOWED to use in-car Chat during Qualifying and Race sessions for ANY reason (including common messages such as "Pit Out", "Pit In", and "Sorry", etc).
13.2.1. The VOR Race Steward will notify drivers when they are allowed to resume chatting postrace.

13.3. During warmup, the Race Steward will post a pre-race briefing containing any important announcements in ALL CAPITALS that must be read and understood by all drivers.

13.4. Drivers are responsible to read and understand these pre-race briefings and are subject to any penalties associated with not following them ("I didn't see it" is not an acceptable form of defense).

13.5. Drivers must refrain from posting chat messages while the Race Steward is making the prerace briefing.

14. Track Surface and Shortcuts
14.1. Drivers must keep a minimum of 2 wheels inside the solid white lines on the race track at all times.

14.2. If/when there are any exceptions to this rule, they will be posted in the weekly Race Announcement thread.

14.3. Drivers are allowed to go off more than 2 wheels to avoid an accident or to avoid another car. Drivers are not allowed to go off to improve their lap time. If a driver has more than 2 wheels cross outside the white line, they can immediately lift off throttle and apply brakes for 1 second to eliminate this instance of being off from counting against their total.

14.4. Drivers who exceed 10 offs in an event will automatically be disqualified from the race.

14.5. During qualifying, drivers must ensure they don't go more than 2-off on their fastest lap. Failure to do so will result in an 8 point penalty being applied in the post-race review. If a driver goes more than 2-off, it is suggested they immediately slow down to ensure it's not their fastest qualifying lap.

15. Driver Responsibility
15.1. All VOR Drivers are responsible to read, understand and follow all rules as specified in this document.
15.1.1. All VOR Drivers are responsible to be aware of and understand any updates to this document announced via the VOR forum.
15.1.2. All VOR Drivers are responsible to read and understand the Race Brief.
15.1.3. All VOR Drivers are responsible to review the weekly Race Announcement thread when posted in the VOR forum for any pertinent rules revisions for the current week. (see 1.7)

15.2. Timezone - VOR is based in the Eastern Standard Time (ET) timezone (same as New York City) and DOES observe daylight savings time (EDT). Any official start times listed herein (or the VOR forum), shall refer to either EST or EDT whichever is currently applicable.
15.2.1. If a driver's time zone DOES NOT observe daylight savings, their accustomed start times may change in spring and fall relevant to VOR Official Time. It is each driver's responsibility to be aware of any change daylight

savings may cause to their schedules. VOR may give (but does not guarantee) a reminder via the VOR forum. For easy reference, VOR Official Time will always be the same as New York City time.

15.3. The official language of VOR is the English language. All drivers are expected to correspond in English. Non-English speaking drivers are required to provide reliable translation when posting in VOR forums and/or corresponding with VOR Administration.

15.4. Cheating in any form will not be tolerated and will result in expulsion.

15.5. VOR Drivers are expected to participate in an ethical and sportsmanlike manner.
15.5.1. Taunting, trash-talking, and berating other drivers for any reason will not be tolerated and may be subject to probation, penalty, suspension or expulsion at the discretion of The VOR Stewards Committee.
15.5.2. Any driver demonstrating a lack of respect for other competitors while on track (including any practice, qualifying or race session) may be subject to probation, penalty, suspension or expulsion at the discretion of The VOR Stewards Committee.
15.5.3. Any actions detrimental to the VOR League, including but not limited to, conduct in race events (on track or via server chat), the VOR forums or the VOR Teamspeak server may be subject to probation, penalty, suspension or expulsion at the discretion of The VOR Stewards Committee.

15.6. Pre-race preparation: We expect all drivers to be prepared for a racing event. If a driver attends an event and is clearly unprepared, The VOR Stewards Committee may ask that driver to not participate.
15.6.1. The VOR Stewards Committee may use the FLT times log to verify driver practice times.
15.6.2. The VOR Stewards Committee may opt to post a minimum race time for drivers to achieve in qualifying to participate in the current week's race. This is to ensure drivers have prepared for the event properly and that they not be a danger to those drivers who have put significant time into preparing for the event.

16. Points
16.1. Each driver will earn points based on the class they are competing in.
16.1.1. Points will be assigned 30, 26, 23, 21, 20, 19, 18, etc.
16.1.2. The VOR Stewards Committee reserves the right to change the points distribution system before the start of any series/season. The new points distribuition will be posted in the official series thread at the forum.

16.2. Dropped Races (when applicable)
16.2.1. It is understood that occasionally real-life circumstances or even technical malfunctions may interfere with drivers ability to make races. Accordingly and at the discrition of the VOR Stewards Committee, depending on the length of a season a number of scores will be 'dropped' from all drivers totals. The drops will be constantlly updated across the season, starting from the third race in any of the series championship. The number of 'drops' will depend on the number of races in the season.
16.2.1.1. For 11, 12, and 13 race seasons, a drivers 3 lowest scores will be dropped. Drops will occur after races 3, 6 and 9.
16.2.1.2. For a 10 race season, a drivers 2 lowest scores will be dropped. Drops will occur after races 3 and 6.
16.2.1.3. For a 9 race season, a drivers lowest score will be dropped. Drop will occur after race 4
16.3. Note that if a driver is disqualified from a race for any reason, that score will not be one of the lowest scores to be dropped.
16.4. Drivers must complete 50% of the race distance completed by the class winner to earn points in an event.
16.5. The VOR Stewards Committee reserves the right to call a series as a NON-DROP one, and the annouincement will be made at the official series thread at the forum.

17. Incident Review
17.1. VOR has established a non-biased system called The VOR Stewards Committee. This committee reviews each race looking for aggressive and rough driving, and drivers not conforming to VOR rules and regulations. This committee has the responsibility of reviewing incident and determining the driver(s) at fault and shall apply penalties accordingly.
17.1.1. Stewards do not play an active role during race night (other than driving). Stewards are afterall, supposed to remain anonymoues.

17.2. The VOR Stewards Committee will review any car to car contact that meets a .3 or higher contact level severity based on the simulator race log in the Orange Zone (OZ). The OZ is specified in the Race Announcement thread for each venue.
17.2.1. Beyond the OZ, The VOR Stewards Committee will review any car to car contact that meets a .7 or higher contact level severity based on the simulator race log (catches majority of significant contacts).
17.2.2. The VOR Stewards Committee will also review any car to car incident that is followed by car to unmovable object contact with a 1.0 contact level severity based on the simulator race log.

17.2.3 The VOR Stewards Committee car to car contact level threshold can change based on the needs of the current simulator and/or cars used. This incident review process may be changed with or without notice.

17.3. The VOR Stewards Committee will review any potential areas drivers may cut the track.

17.4. The VOR Stewards Committee does not guarantee it will catch every incident, but with the above procedures in place they will catch the majority.

17.5. To ensure The VOR Stewards Committee reviews a particular incident, drivers may submit requests for review by submitting an Incident Review Request (IRR) form (see "Incident Review Process" thread in VOR forum). A link to the IRR submittal form will be posted in the first post of each race thread. IRR's must be submitted no later than 24 hours after the official race replay is posted on its respective thread.
17.5.1. Drivers should carefully review the race replay before submitting an IRR.
17.5.2. Drivers abusing the IRR process may be subject to penalty.
17.5.3. Requests must be made by 6 pm EST Wednesday following the race.

17.6. The VOR Stewards Committee will review all race incidents and announce their findings in the Stewards Report posted in the the respective race thread before the series' upcoming event.
17.6.1. The points chart will be updated with any associated penalties and the membership will be notified of the penalties in the Stewards Report.

17.7. Any and all decisions made by The VOR Stewards Committee are final and may not be appealed.
17.7.1. In the unlikely event The VOR Stewards Committee decision contradicts one of VOR's rules, drivers are allowed to notify The VOR Stewards Committee by submitting an IRR no later than 24 hours after the official Stewards Race Report has been published. (see 17.5).

18. Penalties - Overview
18.1. Penalty points will be deducted at the end of the season, and the final race results will become official only after The VOR Stewards Committee has completed their incident review.
18.2. Qualifying sessions may be reviewed for the same Penalty Classifications (see 19) as the race, with the same penalties being applied (see 19.0 Penalty Levels and Scoring).
18.3. During the Qualifying and Warm Up sessions, drivers who enter or remain on the track when not allowed may be moved to the back of the starting grid.
18.4. Track cutting during qualifying – If a driver cuts the track (more than 2 wheels outside the white lines), they must ensure it does not happen on their fastest qualifying lap. If it does, they will be moved to the end of the grid (if caught during qualifying) or be penalized 6 points if discovered during post-race review.
18.5. Orange Zone (OZ) penalties are doubled.
18.6. Drivers found guilty of Aggressive Driving in the OZ may be forced to start their next race from pit lane at the at the Stewards' discretion.
18.7. Track cutting during the race - Penalty is 2 points per incident, after 4 incidents in an event..
18.8. Chatting during a 'No Chat' session may be penalized 1 point per comment.
18.9. The VOR Stewards may waive penalty points at their discretion (e.g. when the result of the incident is self-penalizing, such as race ending damage for the offender).
18.10. Gentleman's Rule - Drivers who The VOR Stewards clearly observe giving the GR after an incident may be assessed a reduction in penalty if one is applied (e.g. Penalty reduced to na Infraction; Infraction reduced to a Warning).
18.11. Black Flags/Stop and Go/Drive-through Penalties - Enforced by rFactor. Drivers are responsible for, and should be familiar with, each of these penalties and how to clear them. Typical causes - jumping the start, speeding in pitlane, cutting the course, etc.
18.12. Disqualification (DQ) - Enforced by the simulator. Can not be cleared by an admin - don't ask. Exit to monitor, do not leave the server.

19. Penalty Levels and Scoring
19.1. The VOR Stewards Committee will classify each incident/violation into one of four PenaltyLevels:
19.1.1. Racing Incident - a typical racing incident. No penalties apply.
19.1.2. Warning - a driver needs to be warned of a violation or action that caused only a minimal problem, but it does not warrant an Infraction or Penalty. (see 19.1.3)
19.1.3. Infraction - a driver violated a rule and/or caused an issue on track, resulting in minor damage or minor lost time for another competitor. Infractions are a 2-point deduction.
19.1.3.1. Infractions at OZ are a 3-point deduction.Two Infractions in one race equals a Penalty (see 19.1.4).
19.1.4. Penalty - a driver violated a rule and/or caused an issue on track resulting in significant damage or significant lost time for another competitor.

19.1.4.1. Penalties are a 4-point deduction. Penalty at OZ are a 6-point deduction.

19.2. Two penalties in a event puts a driver on Probation, and he must not put a lap during qualifying and start from pits in the next race from this series.

19.3. More than two penalties in a event or penalty under a probation period will cause an one race suspension for the driver in the particular series it occured

19.4. The VOR Stewards Committee reserves the right to penalize any driver over and above the Penalty Levels described herein as they see fit.

20. Penalty Classifications
20.1. Aggressive Driving - assessed when a driver displays overly aggressive driving (see 9.16.).

20.2. Avoidable Contact – assessed when a driver makes contact with another driver in a manner that is deemed avoidable (see 9.1 through 9.7).

20.3. Blocking – assessed when drivers alter their racing line in reaction to another driver in an attempt to prevent a pass or to reduce the effect of drafting (see 9.8 and/or 9.9).

20.4. Chatting - assessed when a driver 'chats' during a "No Chat" session (see 13).

20.5. Failure to Lock Brakes - assessed when a driver is involved in an incident and failed to lock their brakes completely, moving unpredictably on track or after they stopped (see 9.10).

20.6. Ignoring Blue Flag – assessed when a lapped driver does not give way within 4 corners to a driver that is lapping him (see 10.0 Blue Flags).

20.7. Ignoring Yellow Flag - assessed when a driver does not slow appropriately for a Yellow Flag zone (see 9.13).

20.8. Passing Under Yellow - assessed when a driver completes a pass when the yellow flag is displayed see 9.14).

20.9. Pit Lane Violation – assessed when a driver exceeds the pit lane speed limit, enters or exits the pit lane unsafely, enters a closed track, or violates the pit lane blend line (see 12.0 Pit Entry and Exit). While a simulator may police pit lane speed limits during the course of the race, VOR Stewards reserve the right to assess penalties against drivers found violating pit lane speeds on the server during practice sessions.

20.10. Track Cutting – assessed when a driver puts more than 2 wheels off the track other than when involved in an accident, significant mistake or accident avoidance, or otherwise benefits either by time or by position (see 14.0 Track Surface and Shortcuts).

20.11. Unsafe Rejoin - assessed when a driver fails to resume the race in a safe manner (see 9.11).

20.12. Unpredictable - assessed when a driver has demonstrated unpredictable behaviour (see 9.15).

20.13. Unsportsmanlike - assessed when a driver behaves in a manner which is deemed unsportsmanlike by The VOR Stewards Committee (see 15.5).

20.14. The VOR Stewards Committee reserves the right to introduce new Penalty Classifications as the need arises (notice will be given).

21. Tie-Break Criteria
21.1. In the event there is a tie in points at the end of a season, VOR will use the following tiebreak criteria in order to determine champion. The VOR Stewards will work down the list until the tie is broken:
21.1.1. Driver with the most wins.
21.1.2. Driver with the most Podium (top-3) finishes.
21.1.3. Driver with the most top-5 finishes.
21.1.4. Driver with the most top-10 finshes.